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BY THE DISPATCH COMPANY

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SUNDAY.....MAY 9, 1897.

VIRGINIA AND NORTH CAROLINA.

In the following letter a friend of ours questions some of the statements that the Dispatch recently made as to the comparative expenses of the "State Governments" of Virginia and North Carolina—with what result our readers will see in the comments following his criticisms:

To the Editor of the Dispatch:
I have written with considerable interest your various articles on a constitutional convention. In your issue of May 6th you publish a comparative statement of the expenses of Virginia and North Carolina. In this statement you say: "For instance, we find that North Carolina pays annually as interest upon her public debt, \$2,027,000, while Virginia pays \$500,000. Here is a saving of over \$1,500,000 a year."

I agree with you as to the inexpediency of holding a constitutional convention, and therefore am anxious for the people to know exactly your expenses are greater than the expenses of North Carolina. But in your statement you say: "For instance, we find that North Carolina pays annually as interest upon her public debt, \$2,027,000, while Virginia pays \$500,000. Here is a saving of over \$1,500,000 a year."

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vided into three separate funds, and designated as follows: 1st. The State school fund; 2d. The county school fund; 3d. The district school fund. The State school fund is collected and paid into the State Treasury, and appears in our Auditor's report. The county school fund, which is a tax of 10 cents on the \$100 in this county, and the district school fund, which is a tax of 10 cents on the \$100 in this county, do not appear in our Auditor's report. The county school fund, and expended in the respective counties and corporations, just as the school tax in North Carolina is expended. Now, the purpose for county and district school purposes varies in the respective counties, but I will guarantee, if you will ascertain the amount of taxes, in Virginia, levied annually for these two school funds, they will be in excess of the total amount expended in North Carolina for school purposes, leaving Virginia's expenses for educational purposes fully \$1,125,241.13 in excess of the expenditures of North Carolina for the same purposes. As I have stated above, I am desirous that our people should understand why Virginia's expenses are heavier than the expenses of North Carolina, and for this purpose I have examined this subject further and correct your statement, so as to show the facts. With regards, Yours truly,

BENJAMIN WATKINS LEIGH.

We fail to see where Mr. Leigh has pointed out any error of ours.

He quotes our Auditor's last report to show that \$74,145 had been paid out in interest upon our public debt, whereas we had stated that the annual interest charge is \$500,000. He also thinks we have overstated the amount this State pays for educational purposes. Evidently, Mr. Leigh has forgotten all about the "excess of interest" upon the "college bonds." The Auditor includes this sum (over a hundred thousand dollars) under the heading of interest paid. In order that our old Commonwealth may have due credit for all that she is doing for education we have included this hundred thousand and over in the expenditures for education. Moreover, we called attention to the fact that we had so included it.

Our State, be it known, pays on the college bonds considerably over a hundred thousand dollars of interest more than it would have to pay were those bonds in private hands.

It is a policy that has been pursued a good many years and is likely to be long continued. But really it makes no sort of difference whether we charge the payment to the interest account or to the cause of education—the result is the same. We prefer to charge it to the latter account, so that the world may see what we are doing to further the cause of higher education.

The discrepancy that Mr. Leigh finds between our statement of North Carolina's interest charge and that which he has, may be easily accounted for by presuming that some part of one year's interest reported as paid was really due the previous year. North Carolina has outstanding of 4 1/2 per cent. bonds, \$3,061,500, and of 6 per cent. bonds, \$2,720,000, making a total annual interest-charge of \$297,000—just as stated by us.

That North Carolina has some very productive investments in railroads must be a cause of much congratulation to a people of Virginia might have had more such investments than she has, but for the fact that she allowed herself to be persuaded to part with her holdings in what is now the Norfolk and Western Railroad Company and in other work of internal improvement. Still, we have something left. Our interest in the Richmond, Fredericksburg and Potomac road, which is a possession of the Sinking Fund, is very valuable, and yields over \$300,000 a year.

Now, as to the school taxes of the two States. Our information is that the 18 cents on the \$100 levied in North Carolina is in the nature of a State tax, though the proceeds thereof are left in the several counties and cities. Furthermore, we are advised that cities and towns and townships of North Carolina may levy additional school taxes. But it is needless to go into this—we have been discussing State expenditures only. It may be true, as Mr. Leigh believes, that the aggregate of taxation for schools in Virginia is much larger than in North Carolina. Yet we have heard of no proposition to reduce these taxes. On the contrary, many favor curtailing other taxes so that our school taxes may be increased.

It is an unfortunate, but an irremediable fact that Virginia hasn't the large and profitable railroad investments that North Carolina has; but on the other hand Mr. Leigh might have stated that our taxable values are about twice as large as North Carolina's. And this is due, in large part, to Virginia's greater population, from which is gathered, by long odds, the heavier part of our State taxation. Right there we have an "investment" that vastly outweighs any that North Carolina has.

So we cannot see where Mr. Leigh has convicted us of any error, while, for his part, he has entirely overlooked the "excess of interest" and also the dividends that we receive from the Fredericksburg road. He may be right in asserting that Virginia pays vastly more than North Carolina does for purposes of education; but we have never made any statement to the contrary.

We mean to give the facts as we understand them. With thousands of Virginians, a constitutional convention would be looked forward to with avidity to afford relief to the suffrage question; but it is no longer advocated upon that ground—certainly not by the leaders in the present movement. For this reason, and because our party is all at sea as to what a convention would be expected to do, we cannot think it would be well to call a convention now. That there are expenses of our State, county, and city governments which should be reduced, we cannot question. Furthermore, we believe that such a pressure may be put upon the Legislature that it is to be elected this fall as will assuredly secure a cutting down of expenses in several directions. The people are in no mood to be trifled with and legislators would know it. Meanwhile, there are scores of cities at liberty to reduce without waiting for the assembling of a Legislature or State convention, either. Economy, like charity, should begin at home.

The Rockingham Register makes its appearance this week in a new dress. The Register is one of the oldest and best of our State exchanges. Despite its threescore and five years, it lives in the present and keeps fully abreast of the body of the times.

Whether modest or not, the Greeks are certainly a most retiring people, these days; and the fact is a sad one. "This true 'tis pity."

Now that we think of it, it isn't the season of the year for Turkey, as the "piece de resistance," to get the worst of it.

Paradoxical as it may seem, it is believed that the increased tax on beer will produce more growers than ever.

THE BARNARD AIRSHIP.

Public attention has been diverted from the elusive and elusive airship to the tangible aerial craft constructed by Professor Barnard, and which is one of the attractions of the Nashville Exposition. The former has been cruising, around in the higher space for months, and whether it has an existence or not, its existence or imagination that it exists, has caused great trepidation among the superstitious, and brought many an upright, sober citizen under suspicion of having made a night of it on something stronger than water or lemonade. Indeed, the elusive or elusive airship has wrecked the reputations of some prohibition communities, seeing that the testimony of so many reputable citizens of those communities as to having sighted the wonder suggested to numerous rival and doubting paragraphs that prohibition was decidedly more honored in the breach than in the observance.

But there is no doubt about the existence and the tangibility of the Barnard invention. Nor is there any doubt that the Professor's ship rose into space and cavorted around in the etherial or semi-etherial domain for a considerable length of time, and until the breaking of a propeller blade necessitated its making a landing.

However, the main point is that it is claimed the inventor demonstrated on the trial trip of the machine that it could be steered in any direction regardless of the "set" of the wind, and that it responded readily to the propelling power. How far the principle enters as a controlling principle into Professor Barnard's invention we are not advised. Up to this time experiments in aerostatic navigation have not solved the problem of propulsion against the wind. Despite the advances, commencing with the Meudon experiments, that have recently been made in ballooning and airship building, Andrea, owing to unfavorable winds, was forced to abandon his last year's proposed polar expedition.

It would, therefore, appear, that if the claim as to Professor Barnard's being able to navigate his ship in the face of the wind is well founded, the Professor has made a distinct and important stride ahead of all other experiments in his line. It should be stated, however, that this claim is already antagonized by Professor Langley, of the Smithsonian Institution, and others who have given the subject of aerostatic navigation and all the principles involved therein long and careful study.

The Journal of Commerce, in discussing the outrageous and oppressive china and crockery schedule in the Senate tariff bill, says that if the Ohio potters succeed in having imposed on the common ware an import duty equal to 10 per cent, their employees may at least claim an addition to their wages of 50 per cent, as a fair share of the protection which Congress has seen fit to grant in the name of American labor.

But, adds our contemporary, it is hardly probable that the potters will discuss this subject with their men from the same point of view as that they adopted before the Senate committee.

Correct. Precious little would the passage of either the House or the Senate bill advantage the working classes. Even if there should be a slight advance in wages paid by certain industries much more than the difference between the advance and the present scales would be filched from the pockets of the wage-workers by the trusts and monopolies.

In some cases, the amount thus filched might be treble the difference, and the workers would be left with a bare subsistence, barely enough to keep them from starving.

It is a fact that there are people in this State who think Virginia's interests in her oyster property could be disposed of so as to pay "the bulk" of the revenue needed by our State Government. It is also a fact that more than one newspaper in Virginia has advocated the holding of a constitutional convention, among other reasons, in order that our Constitution may be amended so as to admit of a change of policy on the part of our State Government. Of course these folk are indulging in idle dreams, but they do not know it. On the contrary, they think they are wide awake and that the oystermen are the sleepy-headed fellows.

The Greeks will not have any great deal of sympathy in their misfortunes. They have disappointed the public. They attributed beautifully as heroes of the Thermopylae order, but they were panicky under the fire from the long-range rifles of the Turks, and were rather too prompt to fly from Matt and Larissa. How many of their mishaps are to be charged to bad generalship, and how many to the conviction on the part of the soldier that the contest with Turkey was a hopeless one, we cannot tell. But it is only fair to attribute something to these causes rather than to have to think of the Greeks of to-day as degenerate sons of heroic sires.

The Theatre Hat.

Not dear to my heart is the hat of the maiden,

That memories of theatre nights do recall.

When full of expectant delights I was laden

And hopefully perched in an orchestra stall;

Ah, fatal as ever there rose to my vision

The headgear that did occasion foretell,

And jarred my anatomy's normal precision

Of pose till I ached and was prompted

To yell

Executions upon it—that hat or that bonnet,

That towered o'er head of the theatre belle.

Oh, wondrous and multiple were the gyrations

That milliner's mountain did practice for me.

And always in line of my sight's fluctuations

That dizzing monster was certain to be;

Some outlying wad of that palsy-struck bonnet.

Unceasing eclipse of the show did compel,

And yet not a manager e'er would remember—

Ize me for the shakeli I lost 'neath the spell

Of that giant, ubiquitous headgear, or bonnet,

That fostered more wrath than the types could e'er tell.

of Prussia in the North German group of States, he reorganized the Prussian postal service, and he constructed with Imperial service after the war with France had created the German empire. The postal-carrier of the United States, the money-order system in his own country was developed to so high a degree of efficiency that the letter-carrier hunts up the recipient and delivers the currency to him at his house or office, and in Berlin letters are delivered in any part of the city two or three hours after mailing. He developed the pneumatic tube as a mail carrier, and borrowed from the United States the bicycle as an instrument of distribution, and the cancelling machine as a labor-saver. He also acquired control of the telegraphs in 1870, and he did more with them than with the postal service to make the service efficient and cheap.

But, adds our contemporary, he refused to seize upon the postal savings bank idea "on the ground that the German people needed no more savings devices than they had, while an Imperial postal savings bank would be likely to draw capital away from the smaller and poorer localities, and concentrate it where it was least needed."

Perhaps this affords not the least of the evidences of Dr. Von Stephan's sagacity. At any rate the argument he advanced against a postal savings bank system in Germany might be worthy of consideration by the advocates of such a system in this country.

The Chicago drainage and deep-water canal is to be 15 feet deep and 190 feet wide, and will extend from the Chicago river to the Desplines and thence to Joliet, connecting the waters of the lakes with the waters of the Mississippi. Work was begun in 1881, and the estimated cost was \$22,000,000, and the canal was to be completed within five years.

Already \$25,000,000 has been spent. Several millions more will be needed. The Illinois Legislature has just passed a bill authorizing the Drainage Commission to levy an additional 1 per cent. tax for 1898 and 1899, which will produce \$7,300,000. The commissioners promise that this will finish the work. "If this promise is kept," wisely says the Baltimore American, "the cost of the whole work will be between \$30,000,000 and \$35,000,000, making it one of the costliest enterprises of its kind in the history of this country."

A New York contemporary declares that the proposal to introduce the Keely motor on the elevated railroads of New York is said not to meet with much favor. We should judge not, seeing that it appears never to have been demonstrated that the Keely motor "will move."

About the only thing that has been demonstrated regarding the Keely motor, is that nobody understands or can understand what it is—indeed, it is anything at all. Some years ago, during litigation to find out whether it was a fraud the Court directed Keely to explain the secret of the force and its operation in secret to a master in chancery. But it seems that Keely's explanation was an explanation that did not explain, at least, the master explained to the Court after his seizure with Keely, that he could not understand the explanation, and that the secret of the secret was as much a secret from him as it had ever been.

Those editors who think that there are millions in the oyster business should try it for a season or two. They might then shout for a bounty to encourage the business rather than the placing of all of the burden of the tax upon it—Newport News Commercial.

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has two howls, an' I eanamos' kick mer ligh loose, but he won' leab go."

"That so? Here, then, take this hatchet and chop him in two."

"Tanke, sah, but I don' zackly know ju' how far back ter clip 'im, case I hain' quite sho' how much he got in he mouf."

The Rainy Days.

Since came to us the cycling craze, I rather like the rainy days—The days when every lass do best With storm-shafts every lane and street, And all who're not compelled to roam, Content them 'neath the roof of home—For they bring chances to my life To get acquainted with my wife.

Willie to Make a Test.

He: Do you think, Miss, that there is any truth in the old saying that "distance lends enchantment?"

She: Oh, I don't know. It is just possible that you might enchant me if you were living on the planet Jupiter.

A Palpable Hit.

Husband: I'd have you to know, Madam, that my temper never gets the best of me.

Wife: That's simply because there isn't any of it to get.

Very Suggestive.

"I guess this must be what they call a worm-fence," said the traveller, as he stepped on a loose stone in the wall and rolled over with it. "They say a worm will turn when trodden on."